



Reminder to members: Please be sure your dues are up to date. 2013 dues were due Jan 1, 2013. If it has been longer than one year since you renewed, go to our website: oerhs.org and download an application by clicking: *Become a Member*

See this issue in color on line at oerhs.org/transfer

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TriMet moving Vintage Trolleys to St. Louis



Car # 511 with operator Neal Berlin on the Transit Mall at SW 5th Ave. and SW Oak St. Sept 2009.

Richard Thompson photo

In early December, the TriMet board of directors approved transferring two of the four vintage trolleys to St. Louis to be part of a new heritage streetcar project called the Loop Trolley. Cars 511 and 512 will be moved in mid-2014 while 513 and 514 remain in Portland for use on the Willamette Shore Line. This brings an end to a heritage streetcar service dating back to 1991. Although these trolleys didn't see much use during the last two years, they could've been available for on-going service when Portland's Ring Strasse is completed. (*Ring Strasse* is a nickname the Vintage Trolley staff invented and refers to the upcoming Portland streetcar loop, once the transit bridge is finished, after Vienna, Austria's famed circle road.)

TriMet will re-purpose the trolley barn maintenance facility into a MAX Maintenance of Way (MOW) facility to improve maintenance and response time for crews. Current MOW crews who do much of their work in central Portland will report to this repurposed facility, rather than being based out of facilities in Gresham and Beaverton.

This facility had been dedicated to H. Lawrence "Larry" Griffith, the late Portland dentist who has been described as the Father of Portland's Light Rail system since he was a tireless activist for it back in the 1970's and 80's. He was also a dedicated volunteer for the Oregon Electric Railway Historical Society and one of the very first Vintage Trolley conductors (or "hosts" as TriMet calls them).

The Vintage Trolleys have been in operation in downtown Portland since 1991, a project championed by the late Bill Naito. See Richard Thompson's excellent information-filled article in the Spring 2013 issue of *The Transfer* for a detailed story of their operation and the years of efforts to start the project as far back as the 1970s. Bill Naito had a dream of eventually having a line like the very successful F-line in San Francisco in downtown. He saw the tourist benefits that a heritage streetcar line with vintage equipment can bring to a city.

In recent years, the Vintage Trolleys have operated only a few days a year, mainly during the holiday season. The good thing about the St. Louis transfer is that they are planned to operate year round for hundreds of days a year.



Car # 511 headed southbound on SW 5th Ave. on one of the last runs in downtown Portland, Dec 15th, 2013.

Wayne Jones photo



Car # 511 leaving the carbarn at Rose Quarter Transit Center in 1992..

Richard Thompson photo

Car # 511 at the south turn around loop near SW Jackson St. changing from SW 5th Ave. to SW 6th Ave. Posing in front are long-time volunteers Bill Binns, Conductor, Neal Berlin, motorman, and Richard Thompson, author and crew co-ordinator. Dec 15th, 2013.

Wayne Jones photo



Oregon Electric Railway Historical Society

Officers

President	Charles Philpot
Vice President	Eugene Fabryka
Secretary	Mark Kavanagh
Treasurer	Rich Neva

Trustees

Carolyn Vernon	Adam Samish
Mark Kavanagh	Gage Geist
Gene Fabryka	Mark Moore
William Binns	John Nagy
Bob Terkelsen	

Other Positions

Board Chairman	John Nagy
Museum Director	Greg Bonn
Supt. Museum Opr	vacant
Newsletter Editor	Wayne Jones
Gift Shop Manager	Carolyn Vernon
Webmaster	Mark Kavanagh
OERM Operations Manager	William Binns
OERM Trainer & Operations	Gage Geist
WST Station Master	Rod Cox
WST Trainer & Operations	Hal Rosene

Membership

If you have overlooked paying your dues for 2013 or did not realize that dues are based on a calendar year, this is your reminder that your dues are due. Memberships should be renewed

on January 1st each year. New members joining after July 1st should renew on December 31st of the following year. The OERHS is a non-profit 501-C-3 corporation, the benefits of a donation should be discussed with your tax advisor.

Active	\$ 30	Sustaining	\$ 250
Family	\$ 40	Life	\$ 500
Contributing	\$ 50	Benefactor	\$1000
Supporting	\$100		

Mission Statement

The mission of the Oregon Electric Railway Historical Society, Inc. is to preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations.

To fulfil this mission the Society will promote:

- The study of electric railways, their physical equipment, properties and operations, devoting special attention to the electric railways of western Oregon.
- The procurement and preservation of historic electric railway equipment, materials and property.
- The display, interpretation and operation of surviving historic equipment, materials and properties.

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution. Operator of the Willamette Shore Trolley line between Lake Oswego and Portland and a demonstration trolley line at the railway museum in Brooks.

The views expressed herein are solely those of the individual writers identified and of the editor only, and may not necessarily represent the views or policies of the Society, its Board of Trustees, Officers or Members.

Articles, photos and letters for publication are always welcome. Please email to transfer@oerhs.org or postal mail to the museum address following.

Please send any change of address, your dues and donations to Treasurer

Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oerhs.org

Do you want to be a Motorman?

Volunteers are needed at the museum in Brooks to be trained as Motormen, Conductors, Ticket sellers and Car Barn Tour guides. Saturdays from 10am to 4pm, motorman training on Sydney 1187 and later, other cars. The Museum will again be open to the public in early May 2013 on Saturdays and Sundays. For the weekend projects, contact Bill Binns or Charlie Philpot.

Please come out to the museum and lend a hand. For more information, contact Bob Terkelsen at 503.399.1882.

If you wish to volunteer for the Willamette Shore Trolley, call Rod Cox or Hal Rosene at 503.697.7436 for information about the many volunteer positions that may interest you.

New archived 1989 newsletters

Richard Thompson was the editor of this OERHS newsletter from 1973 until 1993. He has been busy digitizing newsletters from that period and you can read them on the OERHS web site at: oerhs.org/transfer/archive.

He recently came across material that never made it to print back then but has just assembled two "bonus" Trolley Park News issues that he has dated 1989 1 and 2.

Check out these interesting articles on our web site.



How we deliver The Transfer

The Transfer is delivered both electronically and by postal mail. With the electronic copy, you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the printed version.

We have established a web site where you can view and download copies of The Transfer. We have set it up so it is also easy to print on your color or black & white printer if you prefer hard copy.

If you wish, we will send you notification when the next issue is available and a link to the web site where you can view the issue or download and print a copy. Please send an email to: transfer@oerhs.org with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a single notification

that a new The Transfer is ready and a link where you can get it. We will never send promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: oerhs.org/transfer.

We also mail black & white copies of the newsletter to all members of record. Not as clear as the color version available at the web site but some members have stated that they prefer physical copies.

The electronic copy that you can get on the web site can be printed in full color (or black and white of course) on your printer at home if you prefer to read The Transfer the traditional way. We are also archiving back issues on the OERHS web site so in the future you will always be able to refer back to previous issues. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

OERHS Annual Meeting and Banquet

- November 9, 2013

The 2013 OERHS Annual Meeting & Banquet took place at the Antique Caterpillar Machinery Museum at Antique Powerland (Brooks, OR) on Saturday afternoon Nov. 9th. Guests were treated to BBQ'd steaks and chicken, potato salad, vegetables, rolls, and topped off with cake and pumpkin pie.

We heard about updates to various OERHS projects including acquisition of an historic 1931 Milan Interurban car #96.

Bob Terkelsen showed slides from his extensive collection of transit photos from California including the LA Transit Lines, Oakland Key System and other systems.



Bob Terkelsen showed slides of various California transit lines.



Richard Thompson gave a presentation on Portland Interurbans with illustrations from his most recent book.

Dave Rowe (Trolley Dave) presented pictures and commentary on the work moving Vintage Trolley #514 to the Lake Oswego Willamette Shore Line Car Barn and details of all the many tasks that got it updated and ready to run including repairs, preparation of the towed generator, and many other modifications needed for everything to work.

Richard Thompson, author of several books on Portland transit, gave the headline event titled *Portland Interurbans* with pictures and map illustrations from his book of the same name.

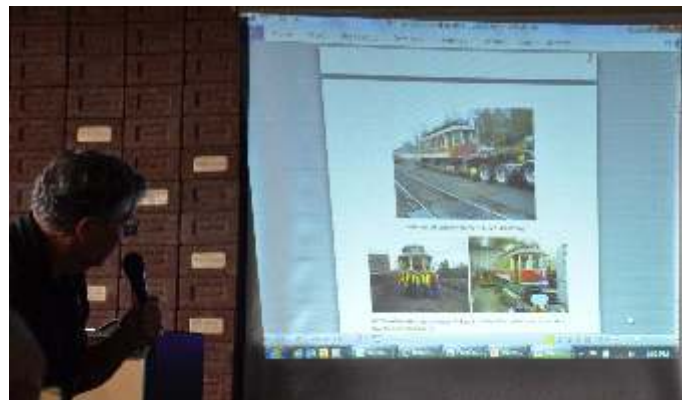
Annual OERHS Board Member Elections also took place. The following positions were confirmed:

Officers

<i>President</i>	Charles Philpot
<i>Vice President</i>	Eugene Fabryka
<i>Secretary</i>	Mark Kavanagh
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Dave Rowe (Trolley Dave) showed pictures of Willamette Shore Line preparation and movement of car 514 to Lake Oswego.

Interpretive Center Update Greg Bonn



The Interpretive Center in July 2013

The cold, wet weather chased the volunteers indoors to work on the woodwork and trim in the office, main entry, library and restroom. Tom and Charlie completed the baseboards; door and window trim and turned to milling the oak planks for the countertops and chair rail molding. Extra volunteer work days, due to the holiday, provided enough time to install nearly the entire wainscot in the public areas and trim the cabinets to provide a period

appearance. John Nagy, Bob Terkelson, Bill Binns and Peter Kloosterman, armed with wood filler and power sanders, filled and sanded nail holes and other surface imperfections to prepare the wood for priming. The goal is to complete the majority of the painting in the office and public area, except for the display area, by the first of the year.



Bay windows, dispatcher's desk area.



Looking toward library from entrance hall.

All photos Greg Bonn



Entrance hall looking toward ticket counter.



Entry hall, doors to track on right.



Cabinets behind ticket counter.

Restoration News *Greg Bonn*

Bill Binns and Peter Kloosterman have been stripping the paint from the floor boards of the open compartments on the north end of the Sydney car.

Locomotive 254 was moved indoors to allow continued preservation and restoration work during the winter. The cab interior has been cleaned of years of dust and dirt, broken glass and other debris.

Additional painting on the cab interior of Locomotive 401 continued until cold weather and rain forced a stop. The space under the hoods were cleared of debris and vacuumed clean.

Pacific Northwest Transit Updates Seattle

By Roy Bonn

Seattle-Sound Transit

In 2008, voters approved the Sound Transit 2 (ST2) ballot measure, a fifteen year program for transit improvements and additions for the Puget Sound region. ST1 ballot measure approved in 1996 had provided the funding for the first wave of improvements for commuter rail, light rail, Tacoma Link streetcar line, buses and new Trolley coaches.

ST2 improvements other modes and 36 miles of additional light rail lines which are:

- 1- First Hill (Broadway) streetcar line which is nearing completion.
- 2- Light rail North from U of W to Lynnwood/Snohomish county line (2 segments)..
- 3- Light rail South from SeaTac to S 272nd in Des Moines (2 segments).
- 4- Light rail East to Overlake area of Redmond.
- 5- Tacoma streetcar extension.

First Hill streetcar

1- Construction is wrapping up with track work in Jan. 14, overhead in March and completion soon thereafter. Streetcars are being assembled in Seattle. The trolley coach overhead will remain in use on Broadway for trolley coach service in other area of First Hill.

Light Rail

2- The 12.8 mile **North line** extensions from U of W consists of the 4.3 mile extension to Northgate and then 8.5 miles north to Lynnwood.

The **Northgate** extension is gearing up with 2 boring machines being reassembled to work south from the Roosevelt station at NE 65th to the U of W station. The 3rd

boring machine is being reassembled at the only ground level area of the extension located between NE95th and 94th to work South from the Maple Leaf portal at 94th. Construction of the underground U District station is underway with the demolition of several buildings between NE 43rd to 45th Street.

The **Lynnwood** extension is undergoing selection of potential routes between Mountlake Terrace and Lynnwood. Construction to begin in 2018 and service to open in 2023. Travel time on the 15.9 mile line from Lynnwood to Seattle is estimated to take 30 minutes as there will be no street operations.

Construction of the U of W extension is running six to nine months ahead of schedule and \$100 million under budget. No major problems have been encountered in the construction of this line.

3- **South Link** extension is under construction starting last May with utility relocation along the route to S.200th. September 9 was the first concrete pouring of footings for the overhead pillars located at SeaTac.

The extension to S.272nd is undergoing route options with five possible routes being considered. with final selection to be made in 2016.

4- The 14 mile **East Link** line to the Overlake area of Redmond is in final design stage. Ten stations are planned with a \$2.8 billion budget.

5- **Tacoma streetcar** extension route is the North Downtown Central Corridor (the E1 corridor). The 2.3 mile line will link the Stadium District and Martin Luther King, Jr. mixed use center. The environmental review, process underway will further define and evaluate the selected route.

Portland

Progress continues on the loop line including the Portland-Milwaukie Light Rail Bridge. As the deck lengthens, permanent cables are being installed. Construction of the west span between the abutment and the landside piers is

complete and the track slab will be added once the bridge deck is complete. By the end of December 32 bridge deck segments and 9 permanent cables will be complete. The projected opening date is September 2015.



Transit bridge between OMSI on the east side and south waterfront on the west side closing the gap. When completed, this will complete the loop line.



Construction of the west ramp to the transit bridge along SW Moody Ave.



SW Moody Ave. looking north.

Project Update: Milan Car Acquisition



Previously we had let you know that an unexpected opportunity had arisen to trade our old generator and cart for historic 1931 Milan Interurban car #96. We asked the membership for donations to help cover the cost of transportation of the car from Issaquah, Washington to Brooks. To those of you who have already donated to this project, thank you. To those that haven't: ***WE STILL NEED YOUR HELP!!!***

After months of inquiring, we had arranged an excellent bid for the hauling of the car. Unfortunately, the selected company just informed us a couple weeks ago that they are no longer able to perform the move. As a result, we not only need to

find another affordable hauling company, but now will likely need to use a crane(s) for the loading and possibly the unloading as well. This will significantly increase our cost (the most recent crane bid for just the loading came to \$5600!) We are still pursuing bids but in the interim are putting out the call for donations.

To date we have received \$2000 towards our goal of \$8000.

DON'T LET US MISS THIS INCREDIBLE OPPORTUNITY, PLEASE GIVE TODAY!

Yes, I would like to donate to the OERHS Milan Car Project. (Donations to the OERHS are tax-deductible)

Name: _____

Is this a gift on behalf of someone? If so, please list their name: _____

Amount \$50 _____ \$100 _____ \$150 _____ \$200 _____ \$250 _____ Other _____

Payment can be made by PayPal through the OERHS website (oerhs.org/oerhs/oerhs-milan.htm) or by cash or check.

Please make checks payable to OERHS and list Milan Car in the comment line.

**OERHS -Milan Car Project
3995 Brooklake Rd NE
Brooks, OR 97303-9732**

A printable copy of this page is available at oerhs.org/transfer/milan

Rail Transportation in Dresden

- Part Three

By Mark Kavanagh

This article rounds out our tour of Dresden. Previously, we covered the history and magnitude of the Strassenbahn system. We also touched a bit on the small S-Bahn network. Now we will look at the two Bergbahns, or mountain funicular railways in Dresden, and two scheduled steam railway that are just outside the city.

First we will touch on the two funicular lines. Both are relatively close to each other on the north bank of the Elbe River to east of city Center. They can be accessed by taking Strassenbahn lines #6 or #12 to Schillerplatz. Then walk across the “Blue Wonder” bridge across the Elbe.

The first line you will come across is the Standseilbahn. It is the older of the two mountain lines, opening in 1895. This line is a traditional funicular with two cars counterbalancing each other on a single track with a passing siding in the center. However, this line is not traditional in other ways. At the base station, the line quickly enters a tunnel. From there it climbs with great views of a nice residential area. It crosses a winding trestle with the passing track. The grade increases in percent, then the train enters another tunnel before entering the summit station and powerhouse. At one time there was a resort at the summit, there is still a restaurant here, but most of the neighborhood is residential.

Back at the bottom of the line, if you walk about ¼ mile further from the base of the Standseilbahn you will come to the next Bergbahn called the Schwebbahn or Swinging Railway. This line is nothing like the Standseilbahn. This line was opened in 1900 and is called the Swinging Railway because is hanging monorail nearly identical to the Schwebbahn in Wuppertal, Germany. The exception is the Dresden line is climbing a hill and is a counter-balance.



Schebebahn as seen from below

There are two cars that are counterbalanced with each other via a cable. The cars run on separate overhead rails parallel to each other. The line is straight up the hillside at a constant incline. The station at the base is a rather impressive structure. The summit station is home to the powerhouse. At the summit is a residential neighborhood.

Both mountain lines are run by the Dresden Transit agency, DVG, but require separate tickets. DVG day tickets are not valid on these lines.

Let's change gears and blow off some steam. There are two Steam Railways with daily scheduled service near Dresden. Both are operated under partnership with the regional transit agency, VVO.

The first line is just outside the city limits of Dresden is called the Lossnitzgrundbahn. It runs from Radebeul Ost to Radeburg (16 Kilometers). It is narrow gauge line that



Schebebahn at the lower station



Schebebahn from upper station

Dresden Rail Transportation, continued

opened in 1884. It has about seven round trips daily between Radebeul Ost and Mortizburg, with three of those trips continuing on to Radeburg. One of the round trips operates during school days only. This supports the fact that this is not a mere tourist railway; it is regularly used by locals as it goes up a canyon that is not easily accessed by car. The majority of the line is single track with passing sidings. A unique feature of this line is it crossed the Dresden Strassenbahn Line # 4 at grade. It is a rare sight for any streetcar line crossing an active railway, but here is an active narrow-gauge steam railway. To get to this railway from Dresden, you can take Strassenbahn line 4 to Landesbuhn stop which is near the Weiss Ross station. Or, take the S-Bahn S1 to the Radebeul Ost station. The steam railway shares the station with the S-Bahn and mainline services. Fares are separate with a distance based fare.

The second steam line, the Weissertztalbahn or Weissertitz Valley Railway, is little further outside of Dresden



Standseilbahn at the top station



Standseilbahn and the lower terminal



Lossnitzgrundbahn at Mortizburg



Standseilbahn at the passing track mid-way



Lossnitzgrundbahn at Radebeul Ost

Dresden Rail Transportation, continued

just of the S3 S-Bahn line at Freital-Hainsberg station. This is also a narrow gauge steam line that opened in 1882. In 2002 this line was heavily damaged by the major flooding that affected the entire region. Good portions of the line were washed out by the river it parallels. A portion of the line reopened in 2010 to Dippoldiswalde (15 Kilometers). It is unclear if the reopening of the whole line to Kurort Kipsdorf (another 11 km) will ever happen due to the cost overruns to rebuild the line in its present state.

The line is mostly single track with lots of curves as it climbs thru the river valley. At this time there are six roundtrips per day. I did see local use of the line, but not

nearly as much as the other line. This line has a lot of curves following the river as it climbs. Evidence of the rebuilt right-of-way is clearly evident with new bridges, abutments and fill.

Thus wraps up the three-part series on Dresden. There will be a brief follow-on article about a nearby tramway at Bad Schandau at the outer end of the Dresden S1 S-Bahn. So Auf Wiedersehen.

All photos by Mark Kavanagh



Losnitzgrundbahn train crossing the tram line near Wiess Ross Station



Weissertztalbahn at Dippoldiswalde had just changed ends



Weissertztalbahn at Freital-Hainsberg



Weissertztalbahn running along the river

Spotlight on Members: Gage Geist

We spotlight an individual OERHS member in each issue of The Transfer, with a focus on their memory of Oregon Electric and Portland transit.

I was born in September of 1994 and raised in streetcar city, Portland Oregon. Though the generations of the first electrified railroads, interurban and streetcar lines began and ended long before my time, I grew up with a passion for it.

Like many youngsters I played with my model train sets for hours in my early childhood. I would model my own railroad system with whatever materials I had available and let my imagination go to work. Slowly my modeled layouts would migrate their way out my bedroom and into other areas of the house, eventually I nearly had the entire basement of our two story home all to myself to run my G-gauge train sets. I remember having a large number of locomotives, freight and passenger cars, and even a fully modeled New York Third Avenue type streetcar, I would watch them go around and around the basement floor for a good portion of the day and not get tired of it.

My love for trains was certainly not limited to my own toys and models that I had. I would regularly go on weekend trips with my paternal grandparents around the Portland Metropolitan Area aboard TriMet's MAX light rail system; it was modern, and still in the developing stage at time. On particular Sundays we would catch the red line train at the Gateway Transit center at 99th avenue, and take the 20 minute ride westbound to the Lloyd Center Mall on Holladay and 11th avenue. There we would catch the Portland Vintage Trolley, which would always be spotted on the spur track on 11th avenue waiting to pick up passengers and head back into West downtown Portland. The Vintage Trolley was the first trolley car I had had ever ridden on, I was three years old at the time. Though the four Vintage Cars were only replicas of the original 1904 Council Crest cars, I feel very fortunate that I got the chance to ride on a trolley nearly the same as the original thing. The cars had recently been brought to Portland from Ida Grove Iowa, I clearly remember the fresh cream and red paint glistening in the sunlight, the interior smelled of rich oak wood. They were beautiful cars. The trolley would leave the Lloyd Center station on the light rail mainline and sail down Holladay Street, over the Willamette River on the Steel Bridge, and then weave through the city streets to the City Center just west of Pioneer Courthouse Square in downtown



at the OERHS museum on the step of Oporto No. 210 in 2005.

where it would turn around and head back to the Lloyd Center. I thoroughly enjoyed every moment of the ride as we whizzed through the bustling downtown streets.

In 2002 at the age of seven, I took my first ride on the Willamette Shore Trolley in Lake Oswego- it was convenient enough that my paternal grandparents lived

right down the road from the trolley depot. At that time the WST line was using the ever-so-popular double-deck trolley from England, it was an absolute gem that any "trolley nut" would cherish to ride on. I remember the first thing I did was run up the stairs to the top deck and sit at the forward end. It was my second time on a trolley, not to mention my first ride on such an extraordinary piece of rail equipment. The ride was about a two hour round trip through the backyards of stately mansions and the woody banks of the Willamette River, at the time the line went all the way to Riverplace Station in downtown Portland. It was such a memorable experience! However one ride wasn't going to cut it...

One Saturday morning in the Spring of 2004 I went to the trolley depot to buy a ticket to ride and the ticket agent, Connie Cox, handed me a membership and volunteer form. She was a very kind lady, she said to me, "You should get involved with us and start volunteering!" I was then introduced to Rod Cox, the general manager of the WST operation. He was very generous and right away we both got along. On a particular summer afternoon he called me at home and asked me to come help out on the afternoon trips out of Lake Oswego. My mother dropped me off and Rod took me out to the trolley and began showing me the ropes. The retired Brill Master unit No. 813 was the car being used that day. He taught me nearly all the basics of being a conductor as the motorman concentrated on operating the car down the line, Mark Moore was the first motorman I got the privilege to volunteer with. Like my first ride on the line in 2002 it's a memory that sticks with me, I think about it nearly every other day.

Every Friday after school my grandparents would take me over to Lake Oswego where I could volunteer on the 4 o' clock trip and the 6 o' clock trip with Rod as motorman. Afterwards I'd help put the car away in the carbarn, then go home dog tired. Some days I would swap my conductor uniform with work clothes and help Rod with maintenance-of-way projects along the WST mainline. Rod would consistently teach me new things about railroading every day. Most of it



Gage standing in front of Blackpool No. 48 in 2002 (my first ride on WST).

Gage Geist continued

was unfamiliar territory for me, but I would always devour his knowledge he'd pass on to me, I still do today.

Each trip was always a new adventure, never the same as the one before. One trip in particular that I remember was a charter that we had on a cold December morning. It has snowed the night before and the rails had a thin layer of ice and an inch snow on top. We were obligated to carry out this charter for 50 or so people so there was no option to back out. The air sanders built in to the car couldn't dump enough sand to give us the traction we needed, we found ourselves sliding on startup and whenever we tried to stop. Experienced Union Pacific engineer Don Amato was at the controls, he handed me a bucket of sand and a small aluminum can. The entire trip I stood in the entrance vestibule and poured sand onto the rail through a small access hole in the floor to keep us from losing traction and sliding down the steep grades.

I began volunteering at the Oregon Electric Railway Museum not long after I started in 2004. There I met many more seasoned "trolley veterans" (as I like to call them) like Jack Norton, Bill Binns, and Greg Bonn who all got the real experience of riding classic trolley cars back in their early days. At nine years old I could hardly see over the controls of many of the different cars the museum had, but these experienced adults put their trust in me and taught me how to run each of the operable cars. Now that's definitely not something everyone my age got the opportunity of doing! I was very lucky to get this kind of treatment amongst the other adults. I always took their exquisite knowledge to heart, never had I met such wise people before.

As the years have passed I've come to know just about everybody in the organization, I felt as though I became a part of another family. I also got to meet some of the other young

volunteers that came about; I met Bryce Pingrey shortly after I started and we became good friends though our mutual interests. Bryce later introduced me to Itamar Reuven who also started volunteering with the OERHS. Itamar and I have become very close friends and we both share our passion for railroading and aviation, we both hope to become airline pilots and work together some day.



Gage in front of Portland Vintage Trolley No. 512 at TriMet's Ruby Junction yard.



San Jose Trolley museum in front of one of their static display steam locomotives.



In front of Brill Master Unit No. 813 at WST in 2006.

Growing up out of my childhood presented me with many new opportunities; I picked up an interest in aviation when I was twelve and started flying lessons with my dad. In February of 2012 I had passed all the FAA tests obtained my pilots license. After graduating high school I enrolled at Central Washington University where I am now pursuing a degree in Flight Officer Specialization. My dream is to fly big jetliners as a career, and to be able to travel and see exciting new places. Of course, I've never once lost my interest in railroading and I continue to maintain my involvement with the OERHS and Willamette Shore Trolley. Recently I've had the honor to join the organization's board of directors, which has certainly given me a higher level of responsibility. I enjoy being able to help make important decisions and foresee the future outcome of our organization. Without a doubt I'm sure that the experience I'll get from it will help prepare me for the long road ahead. More than anything I enjoy being with a group of wonderful people who all live, breathe, and talk trolley.



Cessna 172 trainer